



30/09

Delegated decision report

DECISION UNDER DELEGATED POWERS

**DECISION CANNOT BE TAKEN BEFORE WEDNESDAY,
1 JULY 2009**

Title **OBJECTIONS TO THE ISLE OF WIGHT COUNCIL (VARIOUS STREETS, IW) (SPEED LIMITS) CONSOLIDATION ORDER NO 2 2008**

Report Author **REPORT TO THE CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT**

PURPOSE

1. To approve The Isle of Wight Council (Various Streets, IW) (Speed Limits) Consolidation Order No 2 2008, in light of the objection received to introduce a 20mph speed limit in Luccombe Road, Shanklin, from its junction with Priory Road to the end of the public highway south-east and south-west.

OUTCOMES

2. The stretch of highway in question is currently covered by a 30 mph speed limit by default due the existing street columns. The introduction of a 20mph speed limit would see the introduction of two 20mph / 30mph primary signs (600mm diameter) in Luccombe Road just south of its junction with Priory Road and then at intervals of between 200 metres and 250 metres repeater 20mph signs (300mm diameter) along the route.

BACKGROUND

3. A number of 20mph speed limits were advertised in September / October 2009 in conjunction with an 'One Island' project where the Isle of Wight Council wishes to introduce 20mph speed limits outside schools. These were advertised after consultation with the police, local town / parish councils and local councillors.

STRATEGIC CONTEXT

4. The recommended orders will contribute to the delivery of the Islands Community Strategy particular priorities 2 - create wealth and reduce our carbon footprint at the same time and 6 - improve health, emotional wellbeing and life expectancy across the Island and targets 1.24 - to reduce the number of people killed or seriously

injured in road accidents by 40% by the year 2010 and 1.41- to cut the number of short car journeys.

CONSULTATION

5. Consultation has been undertaken in accordance with the Road Traffic Regulation Act 1984, as amended, and the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

Copies of representations received during the statutory consultation period are attached to this report.

FINANCIAL/BUDGET IMPLICATIONS

6. The costs associated with the introduction of the proposed order have been identified, and are to be covered as part of the highways capital allocation for '20 miles per hour outside schools'.

LEGAL IMPLICATIONS

7. The relevant powers are contained in the Road Traffic Regulation Act 1984, as amended. The procedure for introducing traffic regulation orders is set out in the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

The local authority must consider any objection that has not been withdrawn. This is considered in the risk and evaluation below.

The council is required to publish a notice to the effect that the order has been made, the nature and effect of the order and the date it is proposed to come into effect.

The council is required to make the necessary amendments to the road markings and signage as a soon as practicable in the area to adequately provide information as to the order that is in place in the area.

In so far as the imposition of restrictions on road use represents restrictions of the human rights of individuals under Article 8 and Protocol 1 of the European Convention on Human Rights, those restrictions are proportionate to the legitimate objective of enhancing the ability of other road users to safely exercise their rights to pass and re-pass along the highway.

The recommended traffic regulation orders are, in part, designed to increase road safety by reducing both the incidents of traffic crime and consequences to other road users of traffic crime. The recommendations are made with regard to the duty to reduce incidents of crime and disorder contained within s17 Crime and Disorder Act 1998.

OPTIONS

8.
 - a) Do not implement proposed restriction.
 - b) Implement proposed restriction.
 - c) Implement proposed restriction with amendment.

RISK MANAGEMENT

9. Should the proposed changes to the existing parking restrictions not be introduced, this would have the potential to increase the probability of personal injury collisions, which on average cost the local community £89,820 per incident (Department for Transport 'Highways Economics Note No 1 2005 – Valuation of the Benefits of Prevention of Road Accidents and Casualties Issue Date January 2007). This would also affect the Isle of Wight Council's ability to achieve its targets for casualty reduction by 2010.

EVALUATION

10. Luccombe Road, Shanklin

Implement a 20 mph speed limit in Luccombe Road, Shanklin from its junction with Priory Road to the end of the public highway, south-east and south-west.

If implemented, primary speed limit signs will be placed in Luccombe Road, at its junction with Priory and repeater signs would be placed at certain intervals along the route. Therefore, creating a safer road network.

[One petition \(17 signatories\)](#) of objection was received on 23rd October 2008 – the main point being:

- There are no current road safety issues in Luccombe Road and the money should be spent at other sites with high accident rates.
- The money should be spent improving the carriageway surface and overgrown foliage.

In April 2007, the Isle of Wight Council embarked on a number of 'One Island' projects, including the introduction of 20mph speed limits or zones outside schools where the necessary qualifying criteria are met. The Priory School, Luccombe Road, Shanklin has been included in the rolling programme.

All proposed limits / zones are in line with DfT Circular Roads 1/2006, which states 'the department encourages and supports 20 mph limits and zones in situations where there is a particular risk to vulnerable road users. 20 mph zones are predominantly used in urban areas – both town centres and residential areas – and in the vicinity of schools.

The legal order for the proposed limit commences at the Luccombe Road/Priory Road junction to the end of the public highway, a distance of approx. 700 metres. The Department for Transport (DfT) recommends that the minimum length of a speed limit should be at least 600 metres. In exceptional circumstances this can be reduced to

400 metres for lower speed limits, or even 300 metres on roads with a purely local access function.

With this in mind, the site was revisited to determine if the proposed 20mph limit could be shortened. However the physical constraints of the site including high hedges, bends in the road and no available verge or footway at required locations for the signage, preclude this option.

The first available location to erect the signs is adjacent to public footpath SS2 and would result in the 20mph limit being 500 metres, with the remaining 30mph limit being less than the recommended length for a speed limit by the DfT.

In addition, by shortening the 20mph limit, further street furniture would be required in the form of two sign posts on either side of the carriageway, with a pair of 600mm diameter 20/30 circular signs attached.

Although there have been no recorded casualty accidents, the average vehicle speeds recorded on Luccombe Road of 24mph do justify the introduction of a regulatory 20mph speed limit.

The police, town council and local IW councillor have all indicated their support for the proposed restrictions.

It is therefore proposed that the restriction is implemented as advertised.

RECOMMENDATION

11. Luccombe Road, Shanklin
Implement proposed restriction. (8b).

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STUART LOVE
Director of Environment and
Neighbourhoods

COUNCILLOR EDWARD GILES
Cabinet Member for Environment and
Transport

Decision

Signed

Date
